

OUR JOBBING DEPARTMENT
HAVING been RIFLED
ISUED with a large as-
sortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
promptness and despatch, and at
very moderate rates.

CHINA MAIL OFFICE.

The China Mail

Established February, 1840.

THE "HONGKONG CHINESE MAIL"
報日字華語
(Hongkong Wa Tsu Yat Po.)
ISSUED DAILY.

CHUN WU MAN,
Manager and Publisher.

SUBSCRIPTION:
Two Dollars a year, delivered in Hong-
kong. Postage, 11s. 6d. per annum,
including postage.

VOL. XLIX. No. 9601.

號六十一年三十九百八千英

HONGKONG, THURSDAY, NOVEMBER 16, 1893.

日九初月十年己癸

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

Intimations.

GOVERNMENT NOTIFICATION.

INFORMATION has been Received from the MILITARY AUTHORITIES that PRACTICE with MAXIM GUNS will take place on SATURDAY NEXT, the 18th instant, between the hours of 2 p.m. and 5 p.m., from a position on the Spur of the hill just South of Sandy Bay.

ALL SHIPS, JUNKS and other VESSELS are CAUTIONED to keep clear of the Line of fire, which will be in a Westerly or South-Westerly direction.

By Command,
G. T. M. O'BRIEN,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 14th November, 1893. 1978

RANGOON OIL.

WE are offering FOR SALE a special line of FIRST-CLASS LUBRICATING OIL, manufactured by a well-known Rangoon Firm. This Oil is the best and most suitable for lubricating guns of every description, military rifles, heavy ordnance, and all kinds of machinery and metal goods. It is very generally used in India and Burma by the leading railway and steamship companies, factories, and mills, and by the military authorities.

A. S. WATSON & CO., LIMITED,
The Hongkong Dispensary,
Hongkong, October 28, 1893. 1867

Banks.

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORISED CAPITAL.....\$1,500,000.

SUBSCRIBED.....\$1,25,000.

Bankers.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2% per Annum on the Daily Balance.

ON FIXED DEPOSITS:—

For 12 Months.....5%

For 6 Months.....4%

For 3 Months.....3%

JOHN THURBURN,
Manager, Hongkong.

Hongkong, February 4, 1893. 228

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-ducted by the HONGKONG AND SHANGHAI BANKING CORPO-RATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON,
Chief Manager,

Hongkong, May 15, 1893. 1515

THE BANK OF CHINA, JAPAN,
AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL.....\$2,000,000.

CAPITAL CALLED UP.....\$1,093,150.

Bankers:

CAPITAL & COUNTIES BANK, LIMITED.

Head Office:

3, PRINCE STREET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:

PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST.

Allowed on Current Accounts and Fixed Deposits to be maintained on application.

Every description of Banking and Exchange business transacted.

CHARTREY INCHBALD,
Manager.

Hongkong, November 6, 1893. 247

THE NATIONAL BANK OF CHINA,
LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000.

SUBSCRIBED CAPITAL.....\$2,500,000.

HEAD OFFICE—HONGKONG.

Directors:

D. GILLIES, Esq. | H. STOLTERFOBT, Esq.

CHAN KIN SEAN, Esq.

CHOW TUNG SHANG, Esq.

KWAN HOI CHUEN, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Branches:

LONDON, YOKOHAMA, SHANGHAI AND AMoy.

Bankers:

THE COMMERCIAL BANK OF SCOTLAND,
PARIS'S BANKING CO. AND THE ALLIANCE
BANK (LTD.)

Interest for 12 months Fixed 5%.

Hongkong, May 24, 1893. 47

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000.

RESERVE FUND.....\$3,500,000.

RESERVE LIABILITY.....\$10,000,000.

PROPRIETORS.....

COURT OF DIRECTORS:—

H. HOPKIN, Esq.—Chairman.

C. J. HOLIDAY, Esq.—Deputy Chairman.

R. M. Gray, Esq. | Julius Kramer, Esq.

Carl Janzen, Esq. | A. M. Mönch, Esq.

H. H. Joseph, Esq. | J. S. Moses, Esq.

Hon. J. J. Keenick, Esq. | D. R. Sisson, Esq.

Chief Manager:

Hongkong—T. JACKSON, Esq.

MANAGER:

Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING CO. LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2

per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 3 per cent. per annum.

For 6 months 4 per cent.

For 12 months 5 per cent.

T. JACKSON,
Chief Manager.

Hongkong, October 19, 1893. 1534

Business Notices.

LANE, CRAWFORD & CO.

DESS SHIRTS, COLLARS AND HANDKERCHIEFS.

DANCING PUMPS AND EVENING SHOES.

CAMBRIE TIES AND BOWS, DINNER TIES.

GLOVES.

The Latest Styles in SILK SOCKS for evening wear.

GENTLEMEN'S WINTER UNDERCLOTHING.

NEW SCARVES AND CRAVATS.

BOOTS AND SHOES.

WINTER SUITINGS.

CLOTHING AND OUTFITTING.

LANE, CRAWFORD & CO.

Hongkong, November 13, 1893. 1961

W. POWELL & CO.

EX STEAMSHIP GLENGARRY.

LARGE SHIPMENTS OF

NEW GOODS.

DRESS MATERIALS.

TRIMMED HATS,

FEATHER AND FUR BOAS,

&c., &c., &c.

W. POWELL & CO.

Hongkong, November 11, 1893. 1952

THE MOUNT AUSTIN HOTEL.

TELEGRAPHIC ADDRESS: "MOUNT AUSTIN" HONGKONG, 1,400 FEET ABOVE THE SEA LEVEL. TELEPHONE NO. 36.

THIS MAGNIFICENT HOTEL is situated at the most beautiful part of the HILL DISTRICT; the Air is delightfully cool and bracing, the Temperature being at least 10 degrees lower in the valley beneath. Luxuriously furnished, and Owing to its position, affording a fine view of the surrounding country.

SHAREHOLDERS are hereby requested to send in to this Office a List of their CONTRIBUTIONS of PREMIUM for the year ending 31st December last, in Order that the PROPORTION of PROFIT for that year to be PAID as BONUS to CONTRIBUTORS may be arranged. Returns not rendered prior to the 31st day of NOVEMBER next, will be adjusted by the Company, and no Claims or Alterations will be allowed.

By Order of the Directors.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1893. 1997

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1892.

SHAREHOLDERS are hereby requested to send in to this Office a List of their CONTRIBUTIONS of PREMIUM for the year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the 31st day of NOVEMBER next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

By Order of the Directors.

T. JACKSON,
Secretary.

Hongkong, May 15, 1893. 1515

THE BANK OF CHINA, JAPAN,
AND THE STRAITS, LIMITED.

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Every description of Banking and Exchange business transacted.

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Hongkong, November 6, 1893. 247

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D. GILLIES, Esq. | H. STOLTERFOBT, Esq.

CHAN KIN SEAN, Esq.

CHOW TUNG SHANG, Esq.

KWAN HOI CHUEN, Esq.

Chief Manager.

</

THE CHINA MAIL.

[No. 9601.—NOVEMBER 16, 1893.]

Mails.



STEAM FOR
STRAITS, OCEAN, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *SUTLEJ*, Capt. W. D. G. WORCESTER, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, (connecting at Bombay with the S.S. *CARTAGE*, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 15th DECEMBER, 1893), on THURSDAY, the 23rd November, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. H. JOSEPH, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, November 9, 1893. 1943

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Rio de Janeiro, (via Nagasaki), THURSDAY, Nov. 23, Kobe, Inland Sea at daylight, and Yokohama, ...
City of Peking (via Nagasaki), THURSDAY, Dec. 14, Kobe, Inland Sea, Yokohama & Honolulu, ...
China (via Nagasaki), TUESDAY, Dec. 26, Kobe, Inland Sea and Yokohama, ...

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched for SAN FRANCISCO, via NAGASAKI, KORE, INLAND SEA, and YOKOHAMA, on THURSDAY, the 23rd November, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passages Tickets granted to England, France, and Germany, by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's agents and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the office until 6 p.m. same day; all Parcels Packages should be marked to address in full; value of same is required.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, November 14, 1893. 1854

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX;

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 29th November, at Noon, the Company's S.S. *CALEDONIAN*, Commanded by G. M. Forces with MAILS, PASSENGERS, SPECIE, and GROCERIES, will leave this Port for the above places.

Carry and Spots will be registered for London as well as Marseilles and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 28th November, 1893. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CH. MPKAUX, *en*

Hongkong, November 15, 1893. 1975

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro, (via Nagasaki), THURSDAY, Nov. 23, Kobe, Inland Sea at daylight, and Yokohama, ...

City of Peking (via Nagasaki), THURSDAY, Dec. 7, Kobe, Inland Sea, and Yokohama, ...

Belgic (via Nagasaki), THURSDAY, Jan. 4, Kobe, Inland Sea, and Yokohama, ...

China (via Nagasaki), TUESDAY, Dec. 26, Kobe, Inland Sea and Yokohama, ...

TUESDAY, Dec. 26, and Yokohama, ...

THE Steamship *GAELOC* will be despatched for SAN FRANCISCO, via NAGASAKI, KORE, INLAND SEA, and YOKOHAMA, on THURSDAY, the 23rd November, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passages granted to England, France, and Germany, by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's agents and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the office until 6 p.m. same day; all Parcels Packages should be marked to address in full; value of same is required.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, November 14, 1893. 1854

Intimations.

STAINFIELD'S PRIVATE FAMILY HOTEL, 1, QUEEN'S ROAD EAST.

VISITORS will find SUPREIOR ACCOMMODATION at MODERATE TERMS.

Hongkong, September 1, 1893. 1527

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tuesday, Dec. 12.

Wednesday, Jan. 2/3.

Tuesday, Jan. 23/4.

Tuesday, Feb. 27/94.

Wednesday, Mar. 20/94.

THE Steamship *TACOMA*, Captain J. HILL, sailing at Noon, on TUESDAY, the 12th December, will proceed to VICTORIA, B.C., and *TACOMA*, via SHANGHAI INLAND SEA, KORE, and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Complaints of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the Steamer to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash. Parcels will be sent to our Office with address marked in full by 6 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, November 9, 1893. 1941

NOW ON SALE.

INDEX TO THE CHINA REVIEW

from

VOLUMES I to XII.

1.—LIST OF CONTRIBUTORS.

2.—ANTIQUES.

3.—REVIEWS OF BOOKS.

4.—LIST OF AUTHORS REVIEWED.

PRICE, 50 CENTS.

To be had at the China Mail Office, Messrs. KELLY & WALSH, Messrs. LANE, GAWFORD & CO., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

November 16.—

Fushan, Chinese steamer, from Canton.

Haiwan, British steamer, 1,182, F. D. Goddard, Fuchow November 12, Amoy 18, and Swatow 15, General—DODWELL'S STEAMSHIP CO.

November 16.—

Proprietary, British str., 1,249, Farand, Samarang November 3, Sugar—Hawes & Co.

November 16.—

Shanghai, Chinese steamer, from Canton.

Haiwan, British steamer, 1,182, F. D. Goddard, Fuchow November 12, Amoy 18, and Swatow 15, General—DODWELL'S STEAMSHIP CO.

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Haiwan, British steamer, 1,182, F. D. God

THE CHINA MAIL.

No. 9801.—NOVEMBER 16, 1893.

A TELEGRAM from Tanger, dated Oct. 4, states:—Three mails—French, English and Spanish, which were being carried from Tanger to Rabat, with despatches, have been attacked by the Moors and destroyed.

The following telegram, dated Oct. 6, appears in a Madrid paper:—The Admiral of the Russian squadron, now in Cadiz, has transferred his flag to the iron-clad *Emperor Nicolas*. The cruiser *Rinde*, after visiting Toulon, will leave for China. The feasts given in honor of the Russians in Cadiz continue. The squadron is provisioning on a large scale, having purchased 30,000 francs worth of sherry wine. The squadron leaves on the 9th for Toulon direct.

While driving along Pasea East last night Mr F. H. May, Captain Superintendent of Police, encountered a handcart on the wrong side of the road. He shouted to the coolie in charge; but that personage paid no heed and a collision resulted. Mr May's machine suffered to the extent of \$1. The coolie was taken before Mr Wodehouse, at the Magistracy this morning, and was fined \$5, with the alternative of fourteen days' imprisonment.

This morning, at the Magistracy, Acting Sergeant Green charged Chan King, compradore, 2 Elgin Road, Kowloon, with contravening his grocer's license by selling intoxicating liquors to be consumed on the premises. An informer stated that he obtained a bottle of beer, and tendered in payment a dollar note that he had received from Sergeant Green. After some evidence from Sergt. Green, the accused admitted the charge. He was fined \$75, with the option of two months' imprisonment. The fine was paid, and a sum of \$10 was handed over to the informer.

The Hon. Treasurer of the Alice Memorial Hospital begs to acknowledge with thanks the following donations to the funds of the Hospital:—

Account of "Hospital Sunday." Union Church \$100.88 St. John's Cathedral 54.92 Te Tsui Chapel (L.M.S. Chinese) 46.25 Bethesda Chapel (German) 27.50 St. Stephen's Church (C.M.S. Chinese) 16.32 Hakkia Church (Basel Miss. Chinese) 11.10 St. Peter's Church 10.58 Wesleyan Miss. Chinese Church 6.00 Wesleyan Church 5.00

To-day at the Magistracy, Constable James Baker brought a carpenter before Mr H. E. Wodehouse on a charge of disorderly conduct at the Chung Hing theatre last night. He stated that the accused was climbing on the window of the theatre during the performance. About an hour before another man had climbed upon the window in the same way and created a panic by shouting out "fire." Another witness said he saw the accused throwing stones through the window. His Worship imposed a fine of \$10, with the alternative of a month's imprisonment.

Mr H. E. Wodehouse heard evidence at the Magistracy this morning in a charge of assault brought against G. J. MacClement, second mate of the American ship *John Carpenter*, by two Japanese sailors. The evidence showed that the complainants, while under the influence of liquor, went to the cook-house to remonstrate with the Chinese cook about the quality of food supplied to the forecastle, and to emphasise their remarks they drew their knives upon the cook. The second mate heard the noise, and arbitrated in the dispute with a bayonet pin, which he used so effectively upon the Japanese as to draw blood. Captain Lawrence said his second mate had been with him for two years and was a quiet steady man. The use of a bayonet pin was justified, in his opinion, by the circumstances. Mr Wodehouse thought that the mate's action was taken in the interest of discipline, and, therefore, dismissed the accused.

Last night Detective Inspector Stanton met a servant boy named Yung Chuk Sam in Wyndham Street carrying two bottles of German beer, two tips of cocoas, a tin of condensed milk and a wine glass. He asked Yung Chuk Sam to explain why he had these articles. The boy said that his master was displeased with the quality of goods, and had asked him to take them back to the compradore. Inspector Stanton was not satisfied with the answer, and upon subsequent inquiry it was discovered that these articles were stolen from Mr Lambie's house at Morrison Hill. The accused, Mr Lambie, said, had been left as a substitute by his house boy. After tonight's experience of him, he was obliged to send the substitute away. He identified the goods as his property. The boy in answer to Mr. Wodehouse said he bought the German beer from a hawker for 30 cents while on his way home from the Peak; the tinned goods he got from a compradore five or six days ago; the wine glass he bought to replace two of Mr Lambie's he had broken while in that gentleman's service. He added that he had got no pay for the tonight's work, a somewhat injudicious statement to make as it gave rise to the inference that he was trying to "get level" with Mr Lambie. Mr Wodehouse, before whom the boy was tried this morning, gave him the option of a fine. The sentence was \$25 fine or six weeks in prison.

Missis Lane, Crawford and Co., following up their experiment of last year in Waitau Calendars, are sending out to their customers this year an artistically designed calendar representing a lady of the period of the Georges being carried in a sedan chair by two red-coated chairmen. The calendar is very pretty indeed, and is sure to be welcomed by the numerous customers of this popular firm.

Mr G. C. C. Master (of Messrs Johnson, Stokes and Master) appeared on behalf of Mr Geo. E. Stevens, the local agent of the Moji Insurance Co.

Chung Po stated—I am accountant at the Hoi Loong grocery establishment, 115, Praya West. At 4 a.m. on the 11th inst. there was a fire in the house. I was sleeping in the cookstove and came downstairs and found a burning lamp in my hand. I had a burning lamp and the family and intimate friends—Morris, Smith, Charlton, Stewart, Rose, Miss Smith, Joanna Ballio, Lucy Aberson, and others—and range from 1797 until the end of 1825, when the "Journal" begins. They are nearly all unpublished, and of great and peculiar interest.

A SAN FRANCISCO telegram says:—The steamer *Jeanie*, of the Arctic whaling fleet, has arrived here. She reports that the steamer *Neptune* passed last winter in the Hesker Islands, and, aided by a sea particularly free from ice, worked her way north this summer in pursuit of whales as far as 84 deg., or within 6 deg. of the North Pole. This is the most northerly point that this whaler has ever reached. The ship wants to proceed further, but it is believed that the *Neptune* has been supplied with dogs and sleds, the Pole could easily have been reached over the ice.

SNAKE-CHARMING has become a common thing nowadays, with a professional snake handler the other day, after reading the account of "Dr. Bowles" mishap, and the danger about the work is just sufficient to attract the people. What are the secrets of snake charming? Oh, well, they are particularly similar to most people imagine. In the first place the snake to be handled is forced with food as it is sleepy and drowsy. Then it is either dragged so that its senses are dazed and quiet. Sometimes they are put in boxes containing the snake's food, so that it is sleepy and drowsy. Then the snake charmer uses his magic to make the snake forget about the snake charmer. The master of the shop is no relation of mine, though he bears the same name. The business was established last year and I have been associated with the place since that time. The business was started on a capital of \$2,000. It was a very small concern when we commenced, but now we have established ourselves and are doing some business. We do not buy snakes at any regular intervals. On the other hand, we buy a quantity of rice from the Cheung Hing, worth between \$120 and \$130. I consider that the value of the stock on the night of the 10th inst. was a little over \$3,000, including everything. The stock included rice oil, sugar, samowar, four, and miscellaneous kinds of groceries.

By Mr Master—I do not know who took the policy of insurance out. I did not know that any insurance had been effected when I fell down the stairs. The premium had not been issued before. I do not know whether who paid the premium, and I do not know whether it has been paid. I made no entry in the book account. On the night of the fire we had \$200 in silver in the shop. It was kept in a chest of drawers in the cookstove. I saw my master about half an hour after the commencement of the fire. I had to send the fok to his house. I was so frightened that I forgot to get the books. There were about 11 or 12 of them in my room, the cookstove, where I always took them in the evening. We were about a quarter of an hour endeavouring to subdue the fire before I ran into the street and called out, "Save life."

Witness was then examined as to the value of the contents of the shop.

His Worship adjourned the Inquiry till Friday at 2.30 p.m.

THE FIRE AT PRAYA WEST.

MAGISTERIAL INQUIRY.

Yesterday afternoon, at the Magistracy, Captain Hastings opened an inquiry into the circumstances attending the fire at 115 Praya West on 11th inst.

Mr G. C. C. Master (of Messrs Johnson, Stokes and Master) appeared on behalf of Mr Geo. E. Stevens, the local agent of the Moji Insurance Co.

Chung Po stated—I am accountant at the Hoi Loong grocery establishment, 115, Praya West. At 4 a.m. on the 11th inst. there was a fire in the house. I was sleeping in the cookstove and came downstairs and found a burning lamp in my hand. I had a burning lamp and the family and intimate friends—Morris, Smith, Charlton, Stewart, Rose, Miss Smith, Joanna Ballio, Lucy Aberson, and others—and range from 1797 until the end of 1825, when the "Journal" begins. They are nearly all unpublished, and of great and peculiar interest.

The Chairman.—I will do that later on when we deliberate on our report. I shall be very pleased to do so then, and I will give you all the information that I can. If I give the commission the right to do that, I will do that. I will do that of everything that I know when we deliberate you will have all the information I possess.

Mr Joseph.—There is only one other question that I wish to put. Have you reported to the Government that you consider the system unsatisfactory?

Having been aware that it had not worked satisfactorily you have reported to the Government that such is the case?

The Chairman.—You say "knowing that it is unsatisfactory?" I have not said that it is unsatisfactory.

Mr Joseph.—I thought you said it was admitted.

The Chairman.—I said that I thought it was admitted because the Commission had been appointed, but I did not express my personal view. In answer to the question I may say that I have not reported to the Government except what was in my annual report—that the new signalling service had been inaugurated, and that I was not aware how much benefit would accrue to the mercantile community by the establishment of 40 stations at Howlong, but that I did not say that much.

Mr Joseph.—When the Gap Rock lightship was built, was it originally intended to have a cable there?

The Chairman.—Not just at first. It was only when it was nearly completed that the subject of a cable arose.

Mr Joseph.—Who raised it?

The Chairman.—The Chamber of Commerce.

Mr Joseph.—Was it laid with the idea of communicating and for the signalling and signalling of vessels?

The Chairman.—I was not here at the time, but I think it was for the signalling of vessels.

Mr Joseph.—Yes, it was. I was on the Committee of the Chamber of Commerce at that time.

Mr Joseph.—Do you know how it was suggested it should be worked?

Mr Joseph.—No; at first it was only a question of spending the money, £17,000 or £28,000.

Mr Alford.—Was the cable originally laid entirely for the lightships purposes?

The Chairman.—I do not think so. I think the cable originated with a request of the Chamber of Commerce that it should be laid. I don't think there was any suggestion as to how the signalling was to be done.

Mr Alford.—To have a cable without a telegraph seems rather an unusual sort of arrangement.

The Chairman.—I suppose they were to appoint a telegraphist afterwards.

Mr Alford.—Is there any evidence we can obtain that point? You were away?

The Chairman.—Yes.

Mr Alford.—Was Captain Hastings here?

The Chairman.—Yes.

Mr Alford.—Would he have supreme control of the matter?

The Chairman.—I doubt it, but he may have had.

Mr Alford.—It seems a curious thing that we went through the evidence and gradually this came to light. We find that a cable was laid at a great cost, and cost a ridiculous small cost.

The Chairman.—I don't think what this proposed arrangement was. I can say this much, but I have looked through all the papers of the subject and there was never any suggestion for a cable as far as I can see, as to how it was to be worked.

Mr Alford.—The only object apparently was to lay the cable?

The Chairman.—Yes, to connect the Rock with the Colony.

Mr Alford.—And there was no suggestion as to who was to use the cable?

Mr Joseph.—It was thought that as it was laid at such a heavy cost means would be found to work it.

Mr Alford.—The Master of the *Gap Rock* signalled her call.

Mr Joseph.—Might I ask you, Mr Chairman, whether in your opinion the system is satisfactory?

The Chairman.—I am afraid that I cannot answer that now.

Mr Joseph.—I think we ought to have put that question to Commander Hastings.

The Chairman.—You can ask Captain Hastings. I take it that this commission was appointed because the system, or the working of it, is not considered satisfactory.

Mr Joseph.—That is my point. We want to know who is responsible for the system; whether there is any department responsible, or whether various departments are responsible for the whole system?

The Chairman.—I am responsible for that portion of the work which is performed at Cape D'Aguilar and Gap Rock.

Mr Joseph.—Might I ask whether special instructions were issued by the Government, after this position had been gone into, as to what duties each department was to perform?

The Chairman.—I do not think that any detailed instructions were addressed to me, but I fully understood what part of the work was responsible for, and the Government fully understood what part I was taking.

Mr Joseph.—The system of telegraphing the approach of steamers in the hands of various departments, and no one department is responsible for the whole system?

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